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THE HONGKONG DISPENSARY

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th August, 1901

The Philadelphia Commercial Museum has published a small pamphlet entitled *The World's Commerce and United States Share of It*, which, though mainly statistical, is of great interest at the present time when the fear of American trade competition has developed into a panic in certain commercial circles. The pamphlet summarises the actual figures on which the evidence of the States' commercial advance is based and indulges but little in anything beyond the barest comment. Starting with a note upon the vast change in the relations of the States with the rest of the world since 1890, when the country was largely dependent on Great Britain, and more especially on Great Britain, for money to develop its resources, it alludes to the Baring collapse of 1890, the panic of 1893, with long and widespread distress throughout the States, causing general economy, the introduction by manufacturers of new and cheaper methods of production, and ultimately an accumulation of savings. Then came the good crops in the States at a time of drought in India and Australia, which led to the increasing needs of Europe having to be satisfied from America, with the consequence that \$2,000,000,000,000 in four years represented the excess of exports over imports in the States, whose manufacturers now found that they could sell their products at prices enabling them to compete successfully in the world's markets. They have entered those markets to stay, and since 1890 have increased the exports of manufactured goods more, in actual value, than Great Britain, France, and Germany combined. "The percentage of this increase," the pamphlet says, "is greater than that of any of these nations in a quarter of a century." The following table of export of manufactured goods is appended, the figures being in millions of dollars:—

Countries	1890	1900	Increase	per cent.
United States	151	492	341	226
United Kingdom	119	144	25	21
Germany	83	149	66	79
France	40	85	45	113

The panic-mongers who fear so much the advance of American commerce should take to heart the warning which the pamphlet proceeds to give that the success of the United States in foreign trade cannot be achieved by the destruction of that of their

rivals. The States are largely dependent on the purchasing ability of their best customer, the United Kingdom. "From 1890 to 1900," the United States sold to the United Kingdom a little over nine billion dollars' worth of goods, or about one-half of all "our exports; while during the same time the United States bought from the United Kingdom only about three and a half billion dollars' worth, leaving a balance of "five billion six hundred million dollars." During the same period the imports from "other countries exceeded in value the goods sold to them by over two billion dollars." "This balance was paid out of the amount paid to us by England, and left over three and a half billions to pay freight, insurance, and other charges, and to accumulate a balance in our favour in the money markets of the world." The disposition of this surplus presents a difficult problem. At present a large part of it is used to pay freights, insurance, interest on securities in Europe, and travelling expenses of Americans in foreign countries. All of it cannot be invested in English, German, and other foreign loans and investments. It is therefore probable, the writer of the document before us thinks, that large amounts will be invested in new industries and railroads, and in developing the new possessions. "These new industries will increase the surplus for export and compel the United States to take a prominent share in the world's politics and trade, whether it desires to do so or not. A vigorous foreign trade will enable the American people to continue the prosperity with which they have been blessed in the past four years. By means of machinery, the great manufacturing nations have been able to produce much more than they can consume, and have been forced to find outlets for their surplus products in less developed countries. This explains the efforts which European nations are making to secure control of large regions of 'country' in Asia and Africa. The United States, by possession of the Philippines, is in a position to secure a fair share of the trade of near-by 'countries on the continent of Asia.' But, as the writer says later on, nothing but persistent pushing can secure foreign trade, which does not necessarily follow the flag, for (he instances) in the Philippines, England and Germany have secured a larger share of the trade than the United States.

Into the exact details of the exports from the United States into the various parts of the world we cannot here follow the writer, for to do so would involve the quotation of endless figures. He concludes from them that the United States have still to gain their fair share of the world's imports in many lines, and that this can only be done by the "persistent pushing" mentioned above. With regard to the fear expressed in Europe that the States will not only secure a larger share of trade in the other grand divisions of the world, but will also make inroads upon the domestic trade of European countries themselves, the writer laughs at the talk of an international alliance against the States to keep American products out of Europe, and says: "Such efforts are 'unlikely to cause anxiety if considered in the light of recent commercial history. Individual nations in the past have tried 'to do this, and it has generally resulted in 'a steady increase of American exports to the countries themselves, and a decrease of American imports from these same 'countries.' The author and compiler of this instructive little pamphlet has evidently no dread of the power of the European nations to damage the United States by any such action as anti-American extremists on the Continent have urged.

H.M.S. *Dido* left dock about 2.30 p.m. on the 17th inst.

H.M. cruiser *Brisk* arrived yesterday from Weihaiwei.

No fresh plague cases or deaths were reported during the 24 hours ending at noon on Saturday.

The re-appointment of Mr. Edward Osborne to be a member of the Sanitary Board is notified in the *Gazette*.

The articles on *The Sanitary Condition of Hongkong*, by "Scrutator," have been issued in pamphlet form, and can now be obtained at the office of this paper or the local booksellers at 10 cents per copy.

The Hon. A. W. Brewin, Registrar-General, has been granted leave of absence for a month. During his absence the Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary, will be Acting Registrar-General.

A slight explosion of steam occurred yesterday morning on board the P. & O. s.s. *Pekin* due to the bursting of a boiler tube. No damage was done, however, and the *Pekin* left yesterday at her appointed time.

On Saturday night a collision took place between the steam-launch *Lee Sang* and a cutter belonging to the hospital-ship *Monaco*. It appears the cutter neglected to carry lights, and the launch ran into her at full speed, cutting her in two. There was a crew of six aboard her in two. There was a crew of six aboard her in two. There was a crew of six aboard her in two.

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The Amoy-Shanghai cable has been restored.

An Anglo-Japanese school will be opened shortly in Tientsin, and is to be free of charge to the poor.

Yuen Shikai has ordered five Regiments to start from Tientsin to Peking and the remainder to start on the 6th November, according to Northern native papers.

A Paris despatch of the 10th inst. says:—The Standard reports from Tientsin that the British troops have occupied the Summer Palace (Peking). The other Powers have protested.

It cannot be said that Sandakan is not enterprising. Several ladies there have signified their approval to having a "mixed bathing institution" such as they have on the Continent, and have given pecuniary assistance towards its erection.

The Duke of Cornwall and York was highly pleased with his visit to Adelaide. It is said to be absolutely authentic that the Duke declared Adelaide to be the best laid-out and cleanest city he had seen, the climate was perfect, and the whole tour most enjoyable. His only regret was that the inevitable rush prevented his seeing more. It is rather fortunate, from a point of view of possible comparisons, that His Royal Highness did not pay Hongkong a visit.

The gymnasia had to be postponed on Saturday on account of the rain. In future, when a meeting is to be postponed, the Committee might arrange to let the public know. Up till half-past four o'clock on Saturday afternoon, coolies were parading the streets bearing placards announcing that the gymnasia had been postponed from the 10th to the 17th inst. People naturally arrived at the conclusion that the sports were to be carried on, and only realised this mistake when they got to the Race-course.

The following paragraph is from the *Hospital last month*:—It is not only in Cape Colony and British Columbia that more nurses are wanted. A cry of distress comes from the colony of Hongkong, in which the plague continues to rage. According to a British resident, one of whose friends unfortunately contracted the disease, Europeans are "bundled out of their homes, at the mercy of Chinese coolies, who hang them down in the street, and sit and smoke. When the Civil Hospital is reached there is no one to attend to them for hours. The question (says the *Hospital*) calls for the immediate attention of the Colonial Office at home. This is the more urgent as about 18 Europeans altogether have been attacked, and there have been several deaths."

The return of deaths in the colony during July shows a total for the month of 591, of which 32 were in the European and foreign community (including 12 among the military), and 559 in the Chinese community. Plague was responsible for 180 deaths, 4 among the European and foreign community, one in the Army, and 175 among the Chinese. Of the latter deaths, 23 were in Kowloon district, 21 in the Harbour, 10 in No. 5, and 19 each in Nos. 4 and 9 districts. Malarial fever caused 30 deaths, and chest affections 36. The death-rates in the principal registration districts were:—British and foreign community, 25.7 per 1,000 per annum; Chinese community, Victoria, Land 26.0, Harbour 3.03; Chinese, whole colony, Land 24.3, Boat 26.4; Land and Boat 24.6; total community 24.6.

A certain Hangchow man who turned recently from Haian, where government business had taken him, gave an interesting report of an audience accorded him by the Emperor Dowager, writes the Hangchow correspondent of the N.C. *Daily News*. He says the Emperor sat there, pale and very quiet; that Wang-shao appeared frowning and discontented, but that Li the eunuch, whose pal had doubtless just been grieved, was in good humour and expatiated loudly to the Emperor Dowager upon the honesty and industry her subjects and about Hangchow. It is, however, believed by many, and feared by more, that the talk of the Emperor being still alive is false, and that he has long ago fallen a victim to the plots of his enemies. It seems indeed that the Powers do not yet see the necessity of the compelling the restoration of power, the Emperor himself, the first step towards which is of course his production, that the way may know he is certainly alive.

Mr. M. Kato, the Japanese Consul, has been recently rescued and brought to port by the British transport *Chingai*, who arrived in the harbour on the 13th inst. at Taku. They were taking a barge of about 100 tons from Osaka to Keelung in Formosa, as they met with a typhoon on the 1st inst. off the coast of the island of Okinawa, the rest of the *Lochloo* group. The barge had drifted on the open sea for eight days when the morning of the 9th August, the *Chingai* met at 32 deg. 14 min. N. 129 deg. 55 min. east. She was stripped of sails, mast and rigging on the deck, and the food and water nearly exhausted. The rescued men spoke of the "tactically of the kindness of Capt. W. H. Williams and the men of the transport, as well as the officers and men of the British ships who were travelling on board her. Mr. Williams was very indignant at the fact of a steamer with black hull and yellow funnel which is reported by the Japanese to have passed the disabled barge, but he coldly steamed away two days before the *Chingai* met her.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

London, 17th August, 5 p.m.

KRUGER'S PROTEST AGAINST THE PROCLAMATION.

It is reported that Mr. Kruger intends to base his protest against Lord Kitchener's proclamation upon the articles of the Hague Convention interdicting the confiscation of the property of belligerents.

GENERAL NEWS.

London, 17th August, 5 p.m.

THE "GLOBE" AND THE IRISH PARTY.

The editor and publisher of the *Globe* have been called to the bar of the House of Commons and reprimanded for a breach of privilege in imputing to the Irish members the making of money by political jockeying and corruption. The offending parties withdrew the imputation and tendered an apology.

COTTON CROPS IN TEXAS.

The president of the Texas Cotton-growers' Association says that the crops in Texas State are unlikely to exceed 2,800,000 bales. The conditions in some other states are unfavourable.

RICE CROPS INJURED.

It is reported that a storm has considerably damaged the rice-crops in New Orleans neighbourhood.

REUTER'S SERVICE.

London, 15th August, 1901.

COUNT VON WALDERSEE'S SPEECHES CONDEMNED.

Many German newspapers condemn the boastfulness and aggressiveness of Count von Waldersee's speeches, and especially deprecate the assertion that while the names of other nations have sunk, Germany's has risen.

THE ROYAL TITLES BILL.

In the House of Commons, the Royal Titles Bill has been read a third time.

THE NAVAL AND MILITARY WORKS BILLS.

The Naval and Military Works Bills have been read a second time. In introducing the Naval Works Bill, Captain Pretyman, Civil Lord of the Admiralty, stated that the extent of the dockyard at Hongkong would be 344 acres, leaving space for the construction of an additional large dock if required, and providing storage accommodation for 100,000 tons of coal.

London, 15th August.

WAR POLICY IN SOUTH AFRICA.

In the House of Commons, Mr. Chamberlain said that the policy pursued by the Americans in the Philippines would be followed in South Africa if the war there degenerated into a war with banditti. A proclamation had been issued providing measures to either bring the war to an end, or to rid the Colony of the irreconcilables who, if allowed to remain, would be a continuous source of danger.

London, 16th August.

A DEFINITION OF THE POLICY.

The American policy referred to by Mr. Chamberlain, in his speech having reference to the war in South Africa, consisted in the fixing of a date after which the killing of British soldiers will be regarded as murder. Mr. Chamberlain denied that any kind of peace negotiations were proceeding.

THE PROROGATION OF PARLIAMENT.

The prorogation of Parliament is expected on Saturday.

London, 16th August.

COMPANY OF FRENCH SCOUTS CAPTURED.

The Boer Commandant Erasmus has ambushed, and captured unwounded, a company of General French's scouts. Two of the enemy were killed and five wounded.

THE LATE EMPRESS FREDERICK.

HONGKONG'S CONDOLENCES.

We have been furnished with the following copy of the telegram from His Excellency the Governor to the Secretary of State, sent on the 13th August:—

Resolution passed by Legislative Council today:—That the members of the Legislative Council of Hongkong desire humbly to express to His Majesty the King and His Imperial Majesty the German Emperor the sorrow with which they have received the intelligence of the death of the Dowager Empress Frederick of Germany and Princess Royal of England, and their deep sympathy with Their Majesties in their bereavement.

BLAKE.

The following is a copy of telegram received in reply from the Secretary of State, on 15th August:—

"His Majesty the King thanks Legislative Council for message of sympathy."

CHAMBERLAIN.

FURTHER COLLAPSE IN COCHRANE STREET.

When the disastrous collapse of houses took place in Cochrane Street on Wednesday night, the side-walls of Nos. 30 and 36, which are situated on each side of the ruined dwellings were left entirely unsupported, and bulged alarmingly as the work of clearing away the debris proceeded. Eventually operations had to be suspended to permit of the shoring up of these walls, which was done by A. Hok, contractor, 37, D'Agular Street. Stretched between the two tottering erections were innumerable bamboos, a miniature forest of them; and, everything at last appearing secure, work was recommenced. As it proceeded, however, the wall at No. 36 began to bulge further and to crack, and on Sunday morning came down with a run, falling outwards, in spite of the bamboo shoring, and crashing on top of the ruins of Nos. 32 and 34. Fortunately such an event was foreseen, and due precautions were taken. The tenants were cleared out, and as no one was working at the place where the wall fell the incident was unattended by casualty. If similar fortunate circumstances could but attend the fall of almost all of the remaining houses in Cochrane Street, and elsewhere in the city where such examples of jerry-building exist, one might be pardoned for wishing that they may fall soon. From one building behind the Stag Hotel the tenants have been cleared out, and a couple of Indians set to keep guard, the authorities anticipating its falling-in at any moment.

All hope of further saving life in the Cochrane Street ruins has long ago been abandoned. Many bodies are believed to be still buried beneath the rubbish, and the smell at times is fearful. The fleshless skull of one victim could be seen yesterday morning lying on top of the debris. Apart altogether from the risk, the task of the policemen and firemen is anything but a pleasant one.

House No. 36, whose side-wall collapsed as already stated, was pulled down about noon. House No. 30 ought also to be pulled down, as it is certainly not safe for men to work right alongside clearing away the debris of the other buildings.

Two bodies were found on Saturday and one yesterday, making a total of 26 dead up till 3 p.m. yesterday.

We were glad to note that those responsible for clearing away the fallen material have at last awakened to the necessity of haste. On Saturday quite a large gang of coolies, men and women, a relay of Sikhs, and Europeans and Chinese firemen were at work, as well as several members of the P. W. D.

If we are correctly informed, increased activity and the presence of dust-carts to cart away the rubbish is largely due to H.E. the Governor, who gave orders to the P. W. D. to engage as many coolies as were required, and if necessary to pay double wages. He further ordered that all the men labouring in clearing away the ruins were to have all the refreshments they wanted, which were to be procured from the police canteen and paid for by the Government. Needless to say full advantage was taken of this generous concession, and the men were able to work all the better for it.

A box containing \$210 was excavated from the debris on Saturday and taken to the Central Station. There is said to be another box containing money and valuables underneath the rubbish, but it has not been unearthed yet.

SUPREME COURT.

Saturday, 17th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

APPLICATION FOR HABEAS CORPUS.

As already reported by us, Mr. E. H. Sharp, instructed by Mr. K. W. Monney, applied to His Lordship for a writ of *habeas corpus*, to be served on the Superintendent of Police of the colony, to produce Leung Kwan Yan, alias Leung A. Su, who was detained by the police under an order of banishment.

His Lordship made the writ returnable for Saturday, and when the Court assembled the writ was produced. Mr. F. B. L. Bowley, Crown Solicitor, and the Captain Superintendent were in attendance.

Mr. Sharp—I move, my Lord, that the prisoner be discharged, on the ground that the return is bad.

His Lordship—Is any one going to oppose this motion?

Mr. Bowley—No, my Lord. It is unnecessary to go into any question of law. Mr. May is here, and if your Lordship will allow him he will make a statement.

His Lordship offering no objection, Mr. May said that in this matter the police dealt with the prisoner on his own statement. When he was arrested and again when he was discharged from the police station, he was a native of China, and had claimed to be a native of Hongkong, and had given information till Friday morning that the prisoner was a native of Hongkong.

Mr. Sharp asked for costs, submitting that the police had shown the utmost carelessness in making their inquiries.

His Lordship discharged the prisoner, but made no order as to costs, holding that it was the man's own fault that he found himself where he was.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Yokohama on Friday afternoon, the 16th inst. for Vancouver.

The N.Y.K. steamer *Kurewa Maru* (Australian Line) left Nagasaki via Moji for this port on the 16th inst., a.m., and is expected to arrive here on the 20th inst., a.m.

The N.Y.K. steamer *Kawachi Maru* (European Line) left Shimoda for this port on the 17th inst., a.m., and is expected to arrive here on the 24th inst., a.m.

The N.Y.K. steamer *Kaga Maru* (American Line) left Kobe via Moji and Shanghai for this port on the 16th inst., and is expected to arrive here on the 24th inst., a.m.

The S.S. ex the C.P.R. steamer *Empress of Japan* arrived in New York on the 16th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

BUILDING SUPERVISION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th August.

SIR,—Kindly permit me space in your columns to ask a few pertinent queries as to who is responsible for the loss of life that has occurred during the past few years by the collapse of old, flimsily built houses, which ought to have been condemned and pulled down by the proper authorities; and moreover who will be responsible for all collapses and loss of life which are sure to take place in the future, if the present regime is permitted to continue?

The Cochrane Street buildings in question are old, very old, as has been admitted by the Acting Director of Public Works. Now if they were old, and as the disaster has proven, unsafe as human habitations, why were they not condemned and pulled down, and have saved about a half hundred of lives? Have we no surveyors and inspectors of buildings whose duty it is to inspect buildings and condemn to destruction all those found unsafe? If we have, why is it not done? To all appearances, judging by the rotten bricks, wood and mortar of the ill-fated houses, the same ought in all reason to have been condemned a year ago. Either the men whose duty it is to see to the conditions of the various tenements in this colony willfully neglect their duty or they are perfectly incompetent.

How can any one with common sense expect a building whose main walls are only twelve inches thick, and the partition walls from six to eight inches thick, to remain intact in this climate, with our moonsoons; for say twenty or thirty years?

And not only are the old buildings neglected, and permitted to fall down through sheer old age, and crush the life out of men and women, but hundreds of similar buildings are run up in Wanchai, consisting of the same flimsy material, the same thin walls, the same makeshift mode of construction, using mere laths instead of boards and beams, and the proper strength and dimensions; and merely using good bricks on the outside, and filling in the centre with rotten, broken bricks, the remnants of what once had been bricks. The main object of unscrupulous Chinese contractors and property owners seems to be to build the greatest number of tenements at the least possible cost, and in the shortest space of time. The main objects are dividends; lives do not count.

Who passes the plans for new houses of this description? Whoever does is morally guilty of man-slaughter. Who employs incompetent and untrained building surveyors and inspectors? Where is the Public Works Department and where are its officials? Why do they not bestir themselves and do their duty as it ought to be done? What is the head of the Government about that he allows such a state of things to exist?

These are a few questions I would wish to see answered.—Yours, etc.

ENQUIRER.

POLICE COURT.

Saturday, 17th August.

BEFORE MR. HAZELAND.

DESERTED FROM THE SINGAPORE POLICE.

Acting Police Inspector Patrick McNamara of Singapore took French leave by the last Messageries boat and came to Hongkong intending to work his way North and get a situation in the Chinese Customs Service.

While waiting here for a steamer northward he liberally patronised the different hotels here, and was seen by Inspector McNab, who at once concluded that the man was either a deserted soldier or policeman, and consequently kept his eye on him.

On Friday night a telegraphic request came from the Singapore police authorities asking for the arrest of Acting Inspector McNamara. On Saturday morning Inspector McNab went out in quest of the wanted man, and in less than half an hour had him located in the Hongkong Hotel lower bar, and quietly took him in charge.

The prisoner, when brought before His Lordship admitted the charge of desertion, and was remanded for a week to enable the Singapore Police to send up an official to take him in charge.

BEFORE MR. KEMP.

THREE VAGRANTS.

Three Europeans were declared vagrants and sent to the House of Detention. Two of them had been sent there once before, having overstepped their leave and got drunk in a local bar. One told His Lordship a very moving tale of their having tried to stow away, as that they escaped the customary punishment for leaving the House of Detention to get away.

BEFORE MR. KEMP.

UNLAWFULLY ANCHORED JUNK.

For unlawfully anchoring a junk in the Southern Fairway and thereby obstructing its free passage, the owner of a junk was fined \$3 or eight days' hard labour.

NO DRIVERS' LICENSES.

There were three cases of plying a licensed ricksha without a driver's licence, and the offenders were fined \$3 or eight days each.

SHIP THEFT.

Lin Chuk, a Chinese lad, stole two watches, one silver and fifty cents in money on Friday the s.s. *Comandante*, and was sentenced to twelve strokes with the birch and forty-eight hours' detention in prison.

ILLICIT OPIUM.

A Chinaman in possession of twenty-six tins of prepared opium without the requisite certificate was brought before His Lordship by P.C. Jolly, No. 91, and fined \$500.

ILLICIT HAWKING.

There were the usual score or more of cases of illicit hawking, which were despatched with \$2 and \$3 fines.

THE SANITARY STATE OF HONGKONG.

We hear from more than one source that the present sanitary state of Hongkong is most unsatisfactory, and there is much evidence to show that for many years past very little has been done in the way of improving the state of affairs. On the contrary, in some directions changes have taken place for the worse. It seems that as long ago as the year 1875 the late Dr. Ayres reported on the sanitary condition of the colony in a most unfavorable sense, but finding that no improvement resulted from his endeavours in that direction he was led to give up a hopeless struggle. A few years later, in 1882, Mr. Osbert Chadwick made another report, which was in due course printed and presented to both houses of Parliament. Mr. Chadwick recommended amongst other things that 600 cubic feet of air space per head should be provided in all rooms which were sub-divided into cubicles and that the ground surface of buildings should be covered with concrete. The latter recommendation was enforced after the plague epidemic of 1894, but the former recommendation has not even yet been adopted, and the amount of air-space insisted upon is at the present time only 400 cubic feet per individual. Many other alterations were advised by Mr. Chadwick, but they have not been carried out. Some of the most important of the improvements which he recommended had reference to the dwellings of the poorer classes—that, for example, the houses should be provided with continuous back alleys, and that insanitary properties should be purchased and demolished. Mr. Chadwick concluded his report with these words: "I trust that even should the suggestions be found undesirable or impracticable, my report will show the necessity for strong and complete measures of sanitation, and I trust that they will be undertaken for the immediate benefit of the public health without waiting for the necessity to be demonstrated by the irresistible logic of a severe epidemic." Twelve years later, on the outbreak of an epidemic of plague, the necessity which existed for the reforms was abundantly proved.

The attention of the inhabitants of Hongkong has lately been strongly directed to a consideration of the conditions under which they have long been and still are living. The presence of bubonic plague has impressed them, and a series of trenchant articles written by Mr. Alfred Cunningham has apparently for the moment caused their chronic apathy to be replaced by a feeling of excitement approaching panic. The articles have been republished in the form of a pamphlet which contains, also, a reprint of leading articles bearing upon the subject which have appeared in the *Hongkong Daily Press* and the *China Mail*, and some letters which have appeared in the former paper. There appears to be no shadow of a doubt that the drainage of Hongkong is inadequate, that there is not enough water to flush the sewers, and that the soil is saturated with decomposing fecal matter. A Sanitary Board exists, but this Board has no administrative functions, and the recommendations of the Board are sometimes wholly ignored. The responsibility for the present state of things therefore rests with the Executive Government—that is to say, with the Colonial Office. Dr. F. W. Clark, the Medical Officer of Health of Hongkong, has lately (May 30th, 1901) succeeded in getting the Sanitary Board to pass two resolutions recommending the Government to make arrangements for flushing the sewers. The first resolution was as follows:—

"That the Board recommend the Government to utilize all the fresh water which now runs to waste in the trained and untrained nullahs of the city by building dams and forming tanks for the automatic flushing of the sewers and storm-water drains."

The resolution is so obviously sensible that it seems at first sight curious that Dr. Clark should have had any misgiving as to the effect of such a recommendation passed by the Sanitary Board. It is in this connection that we go into detail in regard to the matter. Dr. Clark in the course of his speech said that the position of the Board recalled the parable of the importunate widow, and the resolution was strongly criticised by the president of the Board, the Hon. W. Chatham, who presumably represented the Government as an official member. The ground of opposition of the official member was that the nullahs were sometimes dry and that water was therefore not always available, and that it was especially liable to be deficient in quantity when it was most required—that is to say, during the hot season. But it must be said that Dr. Clark did not propose to rely solely on this source, and his next resolution (as he pointed out, the necessary corollary of the first) was that a supplementary supply of sea-water should be pumped to make good the deficiency. The resolution was as follows:—

"That the Government be requested to again consider the question of the flushing of the sewers and storm-water drains of the city with sea-water pumped from the harbour to suitable storage tanks."

Both these recommendations were passed, and the Board then discussed a third motion, having regard to storm-water drains. Dr. Clark moved:—

"That the Government be requested to consider the advisability of trapping all inlets to the storm-water drains, in view of the fact that the report on the letrine and urinal accommodation of the city and its connection with the fouling of the storm-water drains, forwarded to the Government in 1899, showed that the contents of the storm-water drains are as foul and in some cases even fouler than the contents of the sewers."

The fact that such advice on the elements of sanitation has to be forced on the attention of the Government of Hongkong year after year clearly shows the existence of a state of things which is discredit to the authority responsible and dangerous to the community.

Mr. Cunningham's articles, to which a brief allusion has already been made, are vigorously written. They display in some places a warmth of feeling which it is not necessary or desirable that we should imitate, but which is doubtless

quite excusable in one compelled to live under such uncomfortable conditions and suffering daily and hourly from the neglect of the governing authorities to carry out their obvious duties. It cannot be pleaded that the colony is too poor to be able to afford to pay the expense necessary to ensure efficient sanitation. Sir Henry Blake, in his report on the financial condition of Hongkong, lately pointed out that the condition of the colony was "most flourishing, that its future promised to be bright, and that there was a large excess of revenue over expenditure." But in almost every respect the general management of the colony appears to be open to improvement. The deficiency of the water-supply has been mentioned, but in addition to this the inhabitants have other causes of complaint. The roads are bad, the town is overcrowded, and the sanitary staff is undermanned. "The sanitary staff," says Mr. Cunningham, "consists of a doctor and about 20 inspectors who are not paid sufficiently well to induce a man with sanitary training and experience to accept such a post." A single sanitary officer is certainly not enough; it is necessary that he shall occasionally be away on leave, and it is stated that it happened that he was away lately on the outbreak of an epidemic of plague. The condition of the dwellings of the poor in Hongkong forms a constant source of danger to the whole town. The houses are greatly overcrowded; they are ill-lighted and insufficiently ventilated. Vested interests are treated tenderly in Hongkong, and Mr. Cunningham does not darkly hint—he plainly says: "The unofficial representatives in the Legislative Council are concerned in these vested interests." Such an accusation cannot be allowed to pass without inquiry. The health of the people of Hongkong depends to a large extent on the sanitation of the place. Cases of plague must in the ordinary course be occasionally imported. The spread of the disease in the town will depend largely on its hygienic conditions. Overcrowding and insanitary dwellings will have their effect in increasing the number of cases and the mortality. It is said that the overcrowding is actually encouraged by the action of the "unofficial representatives of the Executive Council." Such a statement, publicly made, widely spread and uncontradicted, certainly deserves the attention of the Colonial Secretary.

This alleged scandal forms but one part of the subject. Whatever the truth may be about this particular accusation we are more concerned to show that there is no doubt that the whole question of sanitation of Hongkong requires a thorough and impartial investigation and prompt action that the place may be put into a sanitary and a civilised state with the least possible loss of time. Dr. Clark, the Medical Officer of Health, has apparently done and is doing the best he can under the most trying conditions. He requires support and help. Nothing is more discouraging to a man whose heart is in his work than a knowledge that he has not the power to ensure that what ought to be done shall be done, and done quickly. The persistence of the importunate widow was not an unfeminine characteristic, but a Sanitary Board should be invested with some power more immediately effective than importunity.—*The Lancet*.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half-yearly general meeting of shareholders in this Bank was held at noon on Saturday in the City Hall, the Chairman, Mr. R. Sheehan, presiding. Those present were:—Sir Thomas Jackson (chief manager), Hon. J. J. Bell-Irving, Messrs. P. Witkowski, A. J. Raymond, D. M. Moses, A. Haupt, N. A. Siebs, H. E. Tomkins, H. Schibart, L. L. Richardson, R. W. Slade (directors), Messrs. S. A. Joseph, R. C. Wilcox, J. H. Cox, F. Henderson, Captain Tillet, E. George, F. Maitland, C. S. Sharp, E. K. Leigh, J. A. Jupp, S. Hancock, C. Palmer, A. G. Wood, W. H. Potts, E. D. Sanders, J. C. Peter, V. C. Hawkins, K. A. Chiny, J. A. Chiny, G. C. C. Master, A. Sharp, D. A. Gublay, H. M. H. Nomazee, G. L. Tomlin, E. Ezra, M. H. Michael, M. Stewart, W. Lyngsight, G. H. Medhurst, L. Berindagone, D. D. Ginzler, C. J. Gonzalez, Ho Fook, Cheung Shin, Lau Wei Chum, Sam Kum & Co., and others.

Sir THOMAS JACKSON read the notice convening the meeting, and After reading the seventy-second report of the Court of Directors, which has already been published, the CHAIRMAN said:—Gentlemen, The report just read represents a very prosperous state of affairs of the Bank. It is a matter for congratulation that recent unfortunate events in the North of China have interfered so little with the ordinary profitable course of our business. It shows the great vitality of the China trade that we are able to present to you such a favorable report as the present one. Now that business in the North is S. A. Joseph, R. C. Wilcox, J. H. Cox, F. Henderson, Captain Tillet, E. George, F. Maitland, C. S. Sharp, E. K. Leigh, J. A. Jupp, S. Hancock, C. Palmer, A. G. Wood, W. H. Potts, E. D. Sanders, J. C. Peter, V. C. Hawkins, K. A. Chiny, J. A. Chiny, G. C. C. Master, A. Sharp, D. A. Gublay, H. M. H. Nomazee, G. L. Tomlin, E. Ezra, M. H. Michael, M. Stewart, W. Lyngsight, G. H. Medhurst, L. Berindagone, D. D. Ginzler, C. J. Gonzalez, Ho Fook, Cheung Shin, Lau Wei Chum, Sam Kum & Co., and others.

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The fact that such advice on the elements of sanitation has to be forced on the attention of the Government of Hongkong year after year clearly shows the existence of a state of things which is discredit to the authority responsible and dangerous to the community. Mr. Cunningham's articles, to which a brief allusion has already been made, are vigorously written. They display in some places a warmth of feeling which it is not necessary or desirable that we should imitate, but which is doubtless

in the previous report. Much as the Hongkong Hotel Company, Limited, has been successful in its operations, it is not without its difficulties. The following are the accounts:—

BALANCE SHEET.
30th June, 1901.

LIABILITIES.

Capital—	12,000 shares at \$50 each (fully paid up)	600,000.00
1,000 mortgage debentures, \$50 each, authorized, issued at \$50	50,000.00	
Less 550 ditto not issued	275,000.00	
Accounts payable	225,000.00	
Unclaimed dividends	3,588.00	
Reserve fund	73,000.00	
Profit and loss account	119,407.30	
	\$1,041,925.30	

ASSETS.

Value of land and buildings as per last report	\$ 0.
Marine No. 5 and remains—	\$ 0.
ing portion of marine lot	372,045.00
Retaining portion of Marine Lot No. 7	368,108.20
Praya reclamation	21,291.77
Value of furniture and fixtures as per last report	106,206.59
Less written off, as recommended in last report	3,000.00
	\$103,206.59
Since then—	2,084.00
Stock of linen, crockery & glassware, etc.	105,080.65
Stock of wines, provisions, household sundries, coal and stationary	29,620.24
Shares in public companies	7,033.81
License for the year ending 31st December, 1901	400.50
Fire insurance to 31st December, 1901	1,766.05
Steam launch	13,160.00
Hongkong and Shanghai Banking Corporation	2,698.01
Hongkong and Shanghai Banking Corporation, No. 2 account	2,621.70
Cash in hand	17,382.68
Accounts receivable	\$1,011,925.39

PROFIT AND LOSS ACCOUNT.
For the six months ending 30th June, 1901.

To bad debts and refunds	\$ 25.35
To rates	2,832.38
To half-year's interest on debentures (\$225,000 at 3 per cent.)	6,750.00
To fire insurance	1,730.95
To Crown rent	478.90
To directors' and auditors' fees	3,200.00
To repairs and renewals account	1,574.75
To balance, to be appropriated as follows:—	
To pay a dividend of 12 per cent. absorbing the half-year's amortising	72,000.00
To write off furniture and fixtures	10,000.00
To set aside against repairs and renewals	10,000.00
To carry forward to new account	10,407.30
	\$139,308.63

By balance from 31st Dec. 1900 \$83,008.20
Less dividend at 10 per cent. 60,000.00
To directors' and auditors' fees 400.50
To reserve fund 15,000.00
Less set aside for repairs and renewals 5,000.00
Less written off furniture and fixtures 3,000.00
\$3,008.70

By rent of shops and offices, new building 3,070.00
By rent of shops and offices, old building 6,120.00
By dividend on shares 9,189.00
By scrip and transfer fees 58.00
By unclaimed dividends forfeited 215.50
By bad debts recovered 82.10
By interest account 439.72
By profit on hotel working account for the six months ending 30th June, 1901 125,101.62
\$139,308.63

REPAIRS AND RENEWALS ACCOUNT.
Dr. \$ c.
To payment on account of repairs and renewals during the half-year ending 30th June, 1901 9,143.95
By balance forward from 31st Dec. 1900 2,269.20
By transfer from profit and loss account as recommended in last report 5,000.00
By profit and loss account 1,874.75
\$13,387.90

Mr. C. C. MASTER, in a seconding, said:—Mr. Chairman, Sir Thomas Jackson and gentlemen.—I have much pleasure in seconding the adoption of the Directors' Report and Accounts. I do not think that anyone can but consider that this report has been very satisfactory indeed. I think the wisdom of the Directors in building up a very strong reserve fund is certainly a very wise policy, and the best policy to adopt to check competition. The Chairman referred in his speech to the possibility of there being keen competition in banking in the future. I think that the Hongkong Bank, with the strong reserve fund they already have, in pursuing this policy must be able to drive all competitors from the field. Anyhow, if they cannot do that, they can afford to cut rates to such an extent that competitors will have to retire before the Hongkong and Shanghai Bank. (Applause.) I think it is unnecessary to point out to you that the policy of building up an exceedingly strong reserve fund must be commended. I do not know whether I am in order in suggesting to the meeting that we might make Sir Noble's widow some expression of sympathy. Mr. Noble was connected with this Bank for many years, and if such a suggestion were possible, I would beg to propose it. I have much pleasure in seconding the adoption of the report and accounts.

The motion was put to the meeting and carried unanimously. Mr. C. P. JAMES proposed the confirmation of the appointment to the Court of Directors of the Hon. J. J. Bell-Irving, Mr. H. E. Tomkins and Mr. H. Schibart. Mr. S. HANCOCK seconded, and the motion was carried unanimously.

The CHAIRMAN—That is all the business, gentlemen; thank you for your attendance. Dividend warrants will be ready early on Monday.

Mr. A. G. WOOD—I beg leave to propose a vote of thanks to the Directors and the Chief Manager for the satisfactory report they have put before us to-day.

The vote was given cordially.

THE UNIVERSAL TRADING COMPANY, LIMITED.

The first ordinary annual meeting of the shareholders of the above company was held on the 14th inst. at noon at the company's offices, No. 4, Des Voeux Road. There were present Mr. Ellis Kadoorie (chairman), Messrs. R. E. Kelly, Wong Cheuk Yau, Chan Su Ki, J. Y. Chuen, Lau Chin Pat and H. Meyer (secretary).

After the reading by the Secretary of the notice convening the meeting, the CHAIRMAN addressed those present as follows:—

Gentlemen.—The report and accounts having been in your hands for some time, I shall, with your permission, take them as read. I trust you are all satisfied with the result of the year's working. Considering that this is the first year of the company's existence, we can congratulate ourselves that we have begun well, and let us hope that as time goes on, we shall improve our position and get even better results. The company's affairs are in a sound and prosperous condition, and there is nothing calling for special comment. If any shareholder has any question to ask, I shall be happy to answer it.

There being no questions, the CHAIRMAN proposed the adoption of the reports and accounts.

The proposition was seconded by Mr. LAM CHU PAT and carried *unanimously*.

Mr. CHAN SU KI proposed that Mr. W. H. Potts be re-elected auditor for the ensuing year, and was seconded by Mr. IP LAM CHUEN and carried *unanimously*.

CHAIRMAN—Gentlemen, this is all the business before the meeting. Dividend warrants will be ready on Monday.

3,007 NEWSPAPERS RECOMMEND MACNIVEN & CAMERON'S PENS. THE WATERLEY PEN for Easy Writing. THE FLYING SCOTSMAN PEN, instead of a Quill. THE FLYING J writes 200 words per dip. 1899—1. WATERLEY WORKS EDINBURGH

HONGKONG HOTEL COMPANY, LIMITED.

The following are the accounts:—
BALANCE SHEET.
30th June, 1901.

LIABILITIES.

Capital—	12,000 shares at \$50 each (fully paid up)	600,000.00
1,000 mortgage debentures, \$50 each, authorized, issued at \$50	50,000.00	
Less 550 ditto not issued	275,000.00	
Accounts payable	225,000.00	
Unclaimed dividends	3,588.00	
Reserve fund	73,000.00	
Profit and loss account	119,407.30	
	\$1,041,925.39	

ASSETS.

Value of land and buildings as per last report	\$ 0.
Marine No. 5 and remains—	\$ 0.
ing portion of marine lot	372,045.00
Retaining portion of Marine Lot No. 7	368,108.20
Praya reclamation	21,291.77
Value of furniture and fixtures as per last report	106,206.59
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To fire insurance	1,730.95
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To directors' and auditors' fees	3,200.00
To repairs and renewals account	1,574.75
To balance, to be appropriated as follows:—	
To pay a dividend of 12 per cent. absorbing the half-year's amortising	72,000.00
To write off furniture and fixtures	10,000.00
To set aside against repairs and renewals	10,000.00
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	\$139,308.63

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By profit and loss account 1,874.75
\$13,387.90

NORTHERN NOTES.

The following items are from the *Peking and Tientsin Times* of the 3rd inst.:—Yuan Shih-kai is building new arsenals at Chinan-fu. Some sixty officials of the various Boards have returned to Peking from Hsian. The revenue from all parts is ordered to be sent to Hsian only, and not to any other place. The *Je Je* states that a German firm has obtained the contract for an electric light plant for Peking.

Vicereis Liu and Chung have petitioned Li Hung-chang to shorten the period over which the indemnity is to range.

A Mauch named Tak Shiu-ra is nominated as the next Minister to Russia. He was formerly a Vice-President of one of the Boards.

The tribute rice on arrival in Peking is conveyed in carts to the Imperial granaries under an escort of Indian and Chinese troops.

A fracas recently took place between the Christians and Boxers just outside Pao-fing, in which the Christians drove the Boxers away and burned down their village.

The larger native banks decline to resume business on any extensive scale until the Court's return, when they expect the foreign troops to be altogether withdrawn.

Heavy rains last week destroyed part of the Peking-Pao-fing line, and the French have been impressing labour gangs to repair the damage, according to native papers.

Reports are still current about the reverses being experienced by the Russian troops in Manchuria, where by all accounts some very resolute action is being taken by the Chinese opposed to Russian occupation.

Though not in especially weak health, those who have interviewed Li Hung-chang recently, state he is undoubtedly breaking up. He flies into paroxysms of rage on the slightest provocation, and these naturally leave him prostrated.

The Allied Villagers at Anping and Te-chow are making arms and ammunition with the assistance of numerous skilled artisans formerly engaged at the Tientsin arsenals, and have in addition the weapons and ammunition recently "taken" from the Imperial troops. Li Hung-chang is said to have severely censured Gen. Liu and threatened to replace him.

In discussing the programme of the Court's return, many of the officials are anxious for the Court to enter by the sea rather than the land route, as that has been destroyed and defiled by foreigners. But Prince Ching thinks it would be good for the Court to see what has been done.

Very lengthy telegrams have been sent by Li and Ching urging a definite reply about the Court's return in order that the foreign arrangements for the evacuation may be completed.

The reply is still that the Court will certainly start on the 19th of 5th Moon, but nothing is

said as to whether it will ever get beyond Honan.

A fracas occurred in Peking a few days ago originating as usual in a drunken row at a low house. The French and Italian police became involved with each other in the endeavour to effect the quieting of a disorderly Russian, and the result, according to native papers, was a free fight in which six or seven were wounded on either side.

The evacuation of the German troops is going forward steadily, and we shall soon have only the regiments stationed here which were notified sometime since in the London papers. General von Lessel left this week, and General Lorne Campbell departs in a few days, when things will begin to settle down to their normal condition for the winter.

The New River Police Department of the Provisional Government has evidently been interfering with the comfort of the river brigades, as on Saturday night a determined effort was made to kill Capt. Dent while he was sitting in his launch. One shot took effect on his cap, and another went through his hand, and it was entirely owing to his presence of mind that he escaped serious injury. He is reported to have thrown himself flat on the boat as if killed, and the ruffians immediately started to swim for the launch. Waiting until they were quite close, he suddenly sprang up and firing wounded three, killing one of them who carried a revolver.

The Boxers are very actively drilling in six or seven districts: Kao-yang, Wan-hsien, Yang-hsien, etc., in Chihli. They are convinced that their former defeat was due to many of their number robbing and killing innocent people and not carrying out the true tenets of Boxism. Now they are going to adhere rigidly to the rules, and are confident of success. The officials and gentry in these districts dare not interfere with them.

The Magistrate of Shou yang-shen, where several of the missionaries were foully murdered last year, and who was "sentenced to banishment," was still in office on July 25th, and was seen and recognized by the missionary party now in Shensi. This is a fair sample of how the Government sentences have been carried out! The Magistrate of Taiyuanfu, who was Yu Hsian's equal in every atrocity, was also still in office on April 25th, and only ran away on the approach of the German expedition into that province.

Memorial Services of a very elaborate nature have been held in Taiyuanfu for the massacred missionaries, which were largely attended by the Chinese officials with the exception of the Governor, who was said to be ill. A huge procession was formed, in which some Chinese infantry were conspicuous, carrying banners with the names of the murdered missionaries in gilt letters, and wreaths, the missionary party now in Shensi following as chief mourners and a body of Chinese cavalry bringing up the rear. The procession first held a service nearly on the spot of the massacre outside the Yamen, and then visited the Cemetery where the remains of the victims were buried last December, and where a letter of apology for the atrocity was read from the Governor. It was noticeable that the six guilds who had to erect memorial tablets on the scene of the massacre, were not present at the services.

BY

ROYAL WARRANT

TO

HIS MAJESTY

KING EDWARD VII.

DEWAR'S

PERTH

WHISKIES

SPECIAL

SPECIAL EXTRA

WHITE LABEL.

SOLE AGENTS—

H. PRICE & CO.

Hongkong, 15th August, 1901. [616]

PIANO TUNING.

IF you VALUE your PIANO at all, you should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are employed by us.

THE

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901. [2053]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. FARLANE

Manager.

Hongkong, 17th February, 1899. [65]

C. F. WARREN

NEW ADVERTISEMENTS
NOW READY.(THE NEED OF MUNICIPAL FREEDOM
IN HONGKONG-2.)THE
SANITARY
CONDITION
OF
HONGKONG.A REPLY TO THE OFFICIAL
MEMORANDA.BY
"SCRUTATOR."With Articles Reprinted from the "HONG-
KONG DAILY PRESS."

Price, 10 cents

On Sale at this Office, Local Booksellers,
and H. RUTHERFORD'S Store, Kowloon.
Hongkong, 19th August, 1901. [2107]

FOR SALE.

A FINE NEW COTTAGE PIANO.

Apply to— "INTRA MUROS,"

42, Canton Road, [2102]

WANTED.

OFFICERS, First and Second, for Full-
rigged Ship, for the voyage home to
San Francisco.

Apply to—

LANKE & ROGGE, [2103]

Hongkong, 19th August, 1901.

TO LET FURNISHED

For 2 or 3 months from 1st August.

27, BELLIOS TERRACE, Top Ter-
race, fine view of Harbour, back
entrance from Conduit Road.

Apply to—

C. E. WARREN, [2104]

Hongkong, 19th August, 1901.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.THE DIVIDEND declared for the Half-
year ending 30th June last at the rate of
ONE POUND AND TEN SHILLINGS STERLING
per Share of \$125, is payable on and after
MONDAY, the 19th day of August, current,
at the Office of the Corporation, where Share-
holders are requested to apply for Warrants.
By Order of the Board of Directors.

T. JACKSON, [2101]

Chief Manager.

Hongkong, 17th August, 1901.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.SUBSCRIBERS are notified that the New
Regulations printed on the List of Sub-
scribers now being issued, will come into force
on the 21st instant.These Regulations are identical with those
now in general use in England, and after
the above date, all connections will be made in
accordance with them.

W. STUART HARRISON, [2104]

Manager.

Hongkong, 19th August, 1901.

NOTICE.

FUND IN AID OF THE
MEMORIAL OF HER LATE MAJESTY
QUEEN VICTORIA.SUBSCRIPTIONS in aid of the above
Fund are invited.Those desirous of subscribing may pay their
Subscriptions to the Honorary Treasurers of
the Fund or sign the Subscription Lists, which
may be found at the following places—

HONGKONG AND SHANGHAI BANK.

HONGKONG CLUB.

Messrs. W. BARBER & Co.

Messrs. G. FALCONER & Co.

Messrs. KELLY & WALSH.

Messrs. LANE, CRAWFORD & Co.

Messrs. A. S. WATSON & Co.

Messrs. WATKINS, LIMITED.

J. H. STEWART LOCKHART, [2105]

Honorary Secretary.

Hongkong, 19th August, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigh, will be despatched as above
on FRIDAY, the 23rd inst., at 4 P.M.This Steamer has superior accommodation for
First Class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., [2100]

General Managers.

Hongkong, 17th August, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW AND
AMOI.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobujima, will be despatched for
the above ports on SUNDAY, the 25th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, [2107]

Agents.

Hongkong, 19th August, 1901.

DIOSANAN BOYS' SCHOOL AND
ORCEANAGE, HONGKONG.THE SCHOOL will RE-OPEN on MON-
DAY, 19th August.Copies of Prospectus may be obtained at the
School.

Hongkong, 16th August, 1901. [2075]

THE WANCHAI STORING COMPANY.

ARE now prepared to receive Goods for
Storage in their Godowns, situated on
FRATA EAST (late McGregor's Barge),
Landings and Shipping of Cargoes is
facilitated by means of the spacious strong
Pier lately constructed in front of these
Godowns.

Terms Moderate.

Apply to the SECRETARY on the Pre-
mises.

Hongkong, 10th August, 1901. [2038]

NOTICES OF FIRMS

NOTICE.

THE Business of Messrs. TURNER &
CO. in Hongkong has been transferred
to the undersigned, who will continue to carry
it on under the same Name, Style and Title of
TURNER & CO.
R. CHATTERTON WILCOX.REFERRING to the above, Mr. HAROLD
CHATTERTON WILCOX has been
admitted a Partner in our Firm from this
date.

TURNER & CO. [187]

Hongkong, 25th July, 1901.

NOTICE.

WE have This Day Authorised Mr.
HUNG MAK HOI 洪墨海翁
and Mr. CHOI PO SIEN 蔡寶善翁 to
SIGN our NAME the PROSECUTOR.
A CHIE & CO. [2083]

Hongkong, 16th August, 1901.

WANTED.

A NEUROLOGICAL CLERK for Tientsin.

Apply to— "C. T."

Care of Daily Press Office, [2094]

Hongkong, 15th August, 1901.

WANTED.

GOOD JOBBING COMPOSITORS.

Permanency for competent men.

Apply to— Daily Press Office, [1910]

Hongkong, 30th July, 1901.

WANTED.

AN ENERGETIC MAN for Harbour

Work.

Apply by letter only to

THE FUMIGATING & DISINFECT-
ING BUREAU.

41, Des Vaux Road Central, [2081]

Hongkong, 16th August, 1901.

WANTED.

BY BRITISH RESIDENT, BOARD and

LODGING in quiet House.

Address— "SLATER,"

Care of Daily Press Office, [2061]

Hongkong, 11th August, 1901.

WANTED.

A T. Querry Bar, experienced EUROPEAN

FOREMAN and OVERSEERS.

Applications should be made in writing to the

undersigned accompanied by Copies of Testi-
monials.

BUTTERFIELD & SWIRE, [2060]

Hongkong, 15th August, 1901.

EMPLOYMENT WANTED.

By a thorough English-speaking, West-

Indian, Chinese, and good commercial

knowledge, a Strategic as Salesman, Inter-
preter, Clerk, Bookkeeper, Store Assistant, or

Assistant Comptroller—Good references.

Address— W. L.

Care of Daily Press Office, [1976]

Hongkong, 12th August, 1901.

WANTED.

IMPERIAL BANK OF CHINA.

Full particulars can be obtained on applica-
tion to the undersigned.

By Order of the Board of Directors, [1922]

E. W. RUTTER, Manager.

Hongkong, 31st July, 1901.

WANTED.

JUNIOR CLERK (English). Salary \$150.

Apply with testimonials to— Y. Z. X.,

Care of Daily Press Office, [2011]

Hongkong, 8th August, 1901.

SANITARY BOARD.

OWNERS of HOUSES situated in the

Western Division of the City of Victoria

and in the Eastern Division of Kowloon, who

have not had their premises LIMEWASHED

and CLEANSED in accordance with law, are

requisite that the period during which the

work should be finished ends on the 31st day

of August, 1901, and the Sanitary Board being

convinced of the necessity of CLEANLINESS

in its efforts to STAMP OUT PLAGUE is

determined to RIGOROUSLY PROSECUTE

any Owner in default after the above-named

date.

The Eastern Division of the City lies to the

East of Garden Road. The Eastern Division

of Kowloon is all that part of the Kowloon

Peninsula to the East of Robinson Road, and

includes Hung Hom and part of Tsim Sha

Tau.

By Order, G. A. WOODCOCK, [1943]

Acting Secretary.

Sanitary Board Office,

1st August, 1901.

WING CHEONG,

Dealers in

PEARLS, DIAMONDS,
CURIOUS JADESTONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS AND GRASSCLOTHS

General Exporters of

ANISEED and CASSIA OILS,
&c., &c. Stock always on Hand.

AN INSPECTION IS RESPECTFULLY SOLICITED.

Note—We beg to announce that we also
Buy all kinds of Curries at Moderate Prices.
1 & 3, D'ARQUAT STREET
(Behind Hongkong Dispensary). [1811]

NOTICE.

H. YERA'S STUDIO has been re-opened
at BEACONSFIELD ARCADE,
where the business will be conducted as usual
from this date.

Hongkong, 9th August, 1901. [2033]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.65 mm.

WITH CHAMBER FOR 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS

STEMSEN & CO [76]

Hongkong 3rd October, 1900.

AUCTIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. G. P. LAMBERT will Sell by

Public Auction, at his Office, Duddell Street,

on FRIDAY,

the 23rd August, 1901, at 3 P.M.,

the

VALUABLE LEASEHOLD PROPERTY

Situate at

Shaokwan, in the Island of Hongkong,

Consisting of

Shaokwan Lots Nos. 18, 19, 20, 21, 22, 23,

125 and 325 which are held as to Lots Nos.

18, 19, 20, 21, 22, 23, and 125 for the residue of

several terms of 999 years and as to Lot

No. 325 of the residue of a term of 75 years.

Particulars and Conditions of Sale may be

obtained from

Messrs. DEACON & HASTINGS,

10, Queen's Road Central,

Vendor's Solicitors,

or

MR. GEO. P. LAMBERT,

Auctioneer, [2025]

Hongkong, 9th August, 1901.

NOTICE.

PUBLIC Sales of BUILDING LOTS in

the Town of QUANG-TOUQU will

begin about September 15th next.

Parties who want to buy at the first sales are

invited to address their demands of putting to

Auction to the ADMINISTRATEUR DU TERRI-
TOIRE, Quang-Tou, before September 1st,

1901.

The Map of the Town and Conditions of Sale

can be seen at the French Consulate, Hong-

kong, where intending buyers will find forms

of application.

Hongkong, 17th August, 1901. [2095]

FOR SALE.

RACING YACHT "ERICA," designed

by Mr. A. DENISON. Champion boat

in Season 98-99, and winner of many prizes.

Price \$300 complete with sails, new last year.

Can be seen on application to

SECRETARY,

R.E.Y.C. R.E. Mess. [2029]

Hongkong, 9th August, 1901.

NOTICE.

THE Undersigned carry in Stock an

extensive line of CIGARS and

CIGARETTES from the "GERMINAL"

FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate.

Stock of specially selected quality. A trial

solicited. Special Terms to Exporters.

T. M. STEVENS & CO., [1934]

1, Duddell Street.

Hongkong, 2nd August, 1901.

THE HONGKONG STEAM LAUNDRY
COMPANY, LIMITED.

WASHING! WASHING! WASHING!

GENTLEMEN'S (Ordinary), at a fixed price of

\$8 per month per head, or as per tariff.

LADIES' and FAMILY, as per tariff.

All Articles Disinfected.

Shirts, Collars and Cuffs Glossed by

Machinery.

California Washermen employed. No coolies

sleep on premises.

DEPOT: 5, ICE HOUSE STREET.

F. G. ALLEN, Manager. [2002]

Hongkong, 7th August, 1901.

STEAM LAUNDRY COMPANY,
LIMITED.

THE Company is now in a position to

Collect and Deliver at Private Residences.

Customers who desire our man to call for their

Washing will oblige by addressing the under-

signed.

F. G. ALLEN, [2067]

Manager.

Hongkong, 15th August, 1901.

LOVE.

COURTSHIP.

MARRIAGE.

By the famous author of

"How to be Happy Though Married," the

Rev. E. J. HARDY,

MILITARY CHAPLAIN at HONGKONG.

The following Series of Articles on the above

will appear weekly in the Hongkong Daily

Press.

PROGRAMME.

1. LOVE'S YOUNG DREAM.

"Do you dream of me, Mike?" said an

Irish girl to her lover. "Dream of you?"

said the boy. "Sure and it's as how I can't

get a wink of sleep for dreamin' of you."

2. COURTSHIP AND FLIRTING.

"Flirting means attention without inten-

tion." "Courtship and flirting differ in that

one means as a good thing differs from a

bad one." "Flirting is a spoon with

nothing in it."

3. CHOICE IN MARRIAGE.

A young man once said to his chum: "The

fortunate girl who gets me must have three

qualifications—she must be handsome, rich,

and a fool. Why all that?" asked the

friend. "Well, she must be handsome and

rich, else I won't have her; she must be a

fool, or else she won't have me."

4. PROPOSING.

Many men find it the hardest thing in the

world to propose. "A avin' went one even-

ing to the cottage of his beloved. She was

seated by the fire, knitting, a cat at her feet.

After a long silence he took the cat on his

knees, and exclaimed, out of a fancy, not

knowing what he said: "Pussy, you can tell

Jamie I'll take him."

5. ENGAGED.

TO LET.
TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VUEX ROAD CENTRAL, next to A. Tack's Furniture Store. Ground floors suitable for shops. Upper floors have plastered ceilings and walls, and are very suitable for offices.

Apply to—
J. S. LEE & CO.
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 7th August, 1901. [1999]

TO LET.

NO. 12, BELILIOS TERRACE.
OFFICES and SHOPS in BRACONSFIELD ARCADE.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1876]

THE PEAK.

TO LET FURNISHED. No. 3, CAMERON VILLAS, from date to 15th October. Plate and linen included. Servants can be retained.
For Particulars, apply to—
TURNER & CO.
Hongkong, 15th August, 1901. [2059]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE.
198, Praya Central.
Hongkong, 18th August, 1901. [2084]

TO LET.

A HOUSE in HIRON TERRACE.
BLUE BUILDINGS, No. 3, 2nd FLOOR.
"THE RETREAT," MOUNT KELLETT.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th July, 1901. [166]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th July, 1901. [1739]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For Particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD.
Apply to—
R. J. REMEDIOS,
Mercantile Bank.
Hongkong, 25th July, 1901. [1867]

TO LET.

"EASTLEY," UPPER RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS.
No. 23, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

2 FIRST FLOORS in WYNDHAM STREET opposite Club Germania, suitable for Offices. Fine position.
Apply to—
G. E. WARREN,
No. 3A, Wyndham Street.
Hongkong, 14th August, 1901. [2060]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEBERSON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN COMPANY, LD.,
No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1993]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GREENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [1869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

[ALL RIGHTS RESERVED.]
LOVE, COURTSHIP, AND MARRIAGE.

BY
THE REV. E. J. HARDY
(Author of "How to be Happy Though Married," &c.).

I.

LOVE'S YOUNG DREAM.

"Do you dream of me, Mike?" said an Irish girl to her lover. "Dream of you it is, me darlin', sure and it's as how I can't get a wink of sleep for dreamin' of you." This was love's young dream with a vengeance. "Oh, what a recreation it is," exclaimed a man of the same country, "to be falling in love; it makes the heart beat so delicately that you can't get a wink of sleep for the pleasure of the pain." We might not describe our feelings just in this way, but all who can look back on love's young dream—on the hour and day when the future life partner was first met—know that it was the happiest hour and day of their lives.

"Who hath not felt that breath in the air, A perfume and freshness strange and rare, A warmth in the light, and a bliss every-where, When two hearts yearn together? All sweets below, and all sunny above; Oh, there's nothing in life like making love."

Two bachelor maids, as they called themselves, shared a flat for nearly three years. Each had a latch-key, and did what she liked. Every day they told each other that they would never surrender to the tyranny of man, but one of them, being pretty, did at last fall ("Oh, what a fall was there!") into the arms of a husband. The other abused the deserter, and was thus answered:—"Women may grow fonder and fonder, but they will never be so now as to really despise the old, old, story; and no woman sits long among the scorpions of men who look by anticipation little children tugging at her skirts. Now, dear, take my advice: marry whenever you can, for there is not enough work, or fame, or fortune in this world to fill the void in a woman's heart when she is forty and stands alone."

"LIKE A COY MAIDEN."

How are we to get the delightful experience of love's young dream? Can dreams be commanded? Can we fall in love when we like? Certainly not. As the effort to sleep only makes us more wakeful so it is with love's young dream. It may be called up but it will not come. Like a coy maiden, if followed, flies and, fled from, follows after. In this, as in the other affairs of men, there is a tide which taken at the flood leads on to fortune, omitted—as a rule healthy, natural falling in love implies love at first sight.

TO LET.

POSSESSION, AUGUST 1st.

It is a different thing when a man "wants to settle." The one man wants to marry because he has fallen in love; the other wants to fall in love because he wants to marry. Many people who consider themselves sensible and prudent have no idea what falling in love means. They think that a man before he marries should spend ten or twenty years "looking about him." They cannot understand love's young dream which asks "What can I do to make happy this sweet soul I love?" but only the open-eyed selfishness which asks "What woman will make life run most smoothly for me; with whom can I settle down most comfortably?" A man who is a man does not argue with himself on these matters. He does not ask himself "How much will this girl's father stump up?" (this is the poetical expression); or "If I marry now shall I spoil my prospects?" No, he feels and acts. He mates like the birds because he cannot help himself. A woman crosses his path who is to him indispensable, a part of himself, the needful complement of his personality; and without hesitation he takes her to himself. In saying this, however, we are not forgetting the fact that a blind love is a foolish love, and that we ought to encourage the best. Many young ladies and gentlemen, and some old fools, have made fatal mistakes in life from superstitious belief in love at first sight, and from supposing that falling in love had controlled them like a fate. When love has been allowed to take root, it must doubtless live till it die out, but this is just the reason why we should be careful about the beginnings.

PRECOCIOUSNESS IN LOVE-MAKING.

Precociousness in love-making is a great mistake. It prevents the enjoyment of youthful years, which should be free from anxiety, and leads to entanglements and hasty attachments which cause much distress. Perhaps the best advice one could give a young man in this matter would be to say "Wait until you can't wait any longer." Wait, that is, until she comes with smiles so sweet and manners so gracious that you cannot resist her, and then marry and you may be happy ever afterwards.

We do not advise girls to put off matrimony until they are 35 or 40 years old, which was I believe, the age of the daughter of Enoch when she entered the state, but we think that they do not consult their best interests in allowing thoughts of love and marriage to occupy their minds in their "salad days," when they are "green in judgment." It is only natural that young men and young women should interest each other. That they do so is known to anyone who listens to their conversation. How often does the little word "he" occur when two girls talk together for half an hour! About as often as "she" would be used by two young men in a conversation of the same length. This is just as it should be. We believe that the more nice male friends a girl has, the better it is for her. There is safety in numbers, and when they are numerous she cannot think that they are all in love with her, and she with them. To the pure all things are pure, and it is an insult to self-respecting young men and women not to trust them. Many happy, harmless friendships are prevented by vulgar chaffing and impertinent gossip. To young people who may happen to read this we would say: "Think of the beautiful, mysterious feeling of first love when it rises in your hearts as a sacred talent, given not merely for your own happiness, but to make you more influential for good in the world. You need not keep it to yourself as a guilty secret for it is natural and right; but still less ought you to put it on your sleeve to be pecked at by daws."

We talk of love at first sight, but what shall we say of people who have never seen each other carrying, and being not unhappy? "Courting," said an Irishman, "is like dying; sure a man must do it for himself." In some countries, as for instance in Sweden, this is not the case. There the marriages of young people are made for them by their parents, and they only begin to court when they are wedded. This sounds wrong and absurd in theory, but it often works well in practice. Indeed, in England young people seek the advice of their parents much too little about that which is perhaps the most serious and important undertaking in life—marriage. Too many of them are like the young lady who said that she hoped she might be cut into ten thousand triangles, if she did not know more of everything than did her mother. So they consult no one, and insist on gaining experience at a great cost to themselves.

HOW CUPID'S VICTIMS BEHAVE.

The natural thing is for a man to fall in love with a woman, and then for her, influenced by this, to reciprocate. They may both fall almost at the same time, which is a rare sign of nature herself has dug the pitfall, but the man should be more previous, so to speak. One does not like to hear of a woman falling in love with a man. Man loves in order to be loved; woman, to bestow her love.

It is interesting to observe the different ways different people behave when love-stricken.

The temper of some are affected, and they appear to keep all their amiability for the beloved object. Others become jealous and talkative. Instead of morose and silent. I had the opportunity of observing lately a pair pierced simultaneously by Cupid's arrows. They saw each other for the first time at a dinner party. I do not know whether or not it affected their appetites, but it seemed to make them indifferent to the pleasure of conversation. They sat beside each other without saying a word, each quite content to be in the loved presence of the other.

No, we cannot recommend a hostess to invite to a dinner party a couple of dreaming lovers.

If etiquette does not allow Edwin to bring in Leonora, they are disagreeable to those beside whom they have to sit. Do they go in together? They are so immersed with each other that if they are not quite a death's head at the feast, they certainly retreat from rather than add to the hilarity of the table. "It is a great pleasure," said an Irishman, "to be alone, especially when yer sweetheart is wid ye; but this egotism 'deuz is not pleasant to outsiders. When we enter a room where lovers have encountered themselves how de trop they can make us feel!"

The poor have not many advantages over the rich, but they are generally supposed to get more pleasure out of love's young dream.

Certainly money does as a rule seek money, but not always. There is love in a castle as well as love in a cottage. I am thinking now of a rich girl who would marry an officer who had scarcely anything beside his pay. Her father would not hear of it until the young lady took to bed and retched so loudly that he had to hear. What could he do, especially as his wife accompanied her daughter with loud weeping, but forgive the impropriety of the officer and give to him his daughter.

SOME FAMOUS LOVERS.

Another girl of my acquaintance, when she could not bring her rich father to share her admiration for a young man as good as gold but not good for gold, also took to bed. As this was in a warm climate with plenty of mosquitoes about, the remedy must have been difficult to apply.

Curates are generally supposed to be particularly prone to indulge in love's young dream without having the financial right to do so. Perhaps they do this because they think that they cannot be worse off than they are. The poet and divine, John Donne, who became Dean of St. Paul's in 1621, married a daughter of Sir George Moore without the consent of her parents. He was told by his father-in-law that he was not to expect any money from him. The bridegroom went home and wrote the witty note, "John Donne, Anne Donne, undone," which he sent to the angry father, and this had the effect of restoring them to favour. They were very poor at first, but things soon got brighter, and they lived most happily together. Sir Joshua Reynolds, after Flaxman had married, told him that this would ruin him as an artist. When the husband related this to his wife, she resolved that marriage should make and not mar her husband, and to this end that he should study at Rome, and do everything that he might have done without matrimonial responsibilities. "But how?" asked Flaxman. "Work and economise," rejoined the brave woman. So well did they do this that he found that "wedlock is for an artist's good rather than his harm," and they both discovered that they were made for each other.

One day before his marriage, the Reverend Sydney Smith ran into the room where his fiancée was, flung into her lap six small teaspoons, which, "from much wear, had become the ghosts of their former selves," and said "There, Kate, you lucky girl, I give you all my fortune!" He gave her, however, what he did not mention, his fine character and great talent, and in every way proved himself an excellent husband.

The marriage of Lord Eldon, which his friends thought must have ruined him, was really the making of him. This has been stated by one who should have known better than anyone else. When Eldon received the great seal from the King, and was about to retire, he was addressed by His Majesty with the word, "Give my remembrance to Lady Eldon." The Chancellor, in acknowledging the condescension, intimated his ignorance of Lady Eldon's claim

to such notice. "Yes, yes," the King answered: "I know how much I owe to Lady Eldon. I know that you would have been yourself a country curate, and that she has made you my Lord Chancellor." Who has not heard of the eloquence of handsome Jack Scott (Lord Eldon's name before his elevation) with the lovely Bessie Surtees? On the third morning after their union they found themselves without any money, and they were uncertain whether their friends would ever speak to them again. The friends, however, accepted the inevitable, and the couple settled at Oxford, where Scott acted as a substitute for an absent professor of law, who sent lectures for him to read. "The first lecture that I read," says Eldon, "and which I began without knowing a single word that was in it, was upon the statute of young men running away with maidens. Fancy me reading, with about a hundred and forty young men giggling at the Professor."

Robert Lowe, afterwards Lord Sherbrooke, married as Eldon had done, upon prospects only. One day he was criticising the Marriage Service, and especially the saying of the man—"With all my worldly goods I thee endow." "When I married," he remarked, "I had nothing to give my bride." "Oh, yes, Robert, you had your magnificent intellect," suggested Mrs. Lowe. "My dear, I did not endow you with that." Notwithstanding this jest, Lowe used to speak with pride of the admirable qualities of his wife, and of the courage which enabled her to triumph over the many difficulties and anxious experiences they had passed through.

Charles Kingsley met his future wife when he was twenty years of age. He was at the time full of doubts about religion, and his face, with its unsatisfied, hungering look, bore witness to the state of his mind. He told her his doubts, and she told him her faith, and the former were dispelled by the latter. Like many other eminent men he attributed his success to the sympathy and influence of his wife, saying that but for her he never could have become a writer. James Smith of "Rejected Addresses" fame, who never married; thus wrote in his journal, "I have had a horrid dream, viz., that I was engaged to be married. Introduced to my bride, a sleeping young woman with flaxen hair in white gloves. Just going to declare off—*cote que cote*, when to my inexpressible relief, I awoke." Men often speak and write in this way when they have paid their addresses, and these have been rejected. Those who are incapable of having the delightful experience of love's young dream try to persuade themselves and others that it is not so very delightful, that indeed it is little better than a nightmare.

Next Week:—"Courting and Flirting."

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.
Length on Blocks... 360 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1605]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES
16 " " " " " "
12 " " " " " "
10 " " " " " "
8 " " " " " "

WM. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

AMERICAN SYSTEM OF DENTISTRY.

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW. (LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [150]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO. Hongkong, 14th February, 1901. [50]

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

BY "SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. BURNARD'S Kowloon Store.

Hongkong, 30th May, 1901. [1383]

ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year; most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukuoka, Hokkaido, Tohoku, Kanagawa, Kishima, Manamori, Onoura, Otsu, Tohmiyama, Tachikawa, Yoshinotani, Yoshida, Yamakura, and other Coal Mines. N. INUZUKA, Manager. [1331]

Hongkong, 1st August, 1901.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel; the safest and most gentle Medicine for Infants, Children, Delicate Females, and the Sick-ness of Pregnancy.

Sold throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

[918]

Put "VIKING" NAVY CUT IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

TRY NAVY CUT ATC A GENTLEMAN'S SMOKE

Supplied in Three Grades. Mild Medium & Strong.

PACKED IN AIR TIGHT VACUUM TINS.

MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong - 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	PELLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd inst.
LONDON, &c. via PORTS OF CALL	MASILLA	Brit. str.	2 m.	C.M. Montford, R.N.R.	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th September.
LONDON	AXAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
LIVERPOOL	ORFÈS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	About 15th September.
BREMEN VIA PORTS OF CALL	KONG ALBERT	Ger. str.	2 m.	C. Polak	MELCHERS & CO.	On 21st inst.
MARSEILLES & LONDON	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 7th September.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES, &c. via PORTS OF CALL	OCEANIC	Ger. str.	2 m.	Schmitt	MESSAGERIES MARITIMES	On 28th inst., at 1 p.m.
HAYRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Reorden	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ARABIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st September.
HAYRE & HAMBURG	HEATHBURN	Brit. str.	2 m.	Ehlers	DODWELL & CO., LIMITED	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	ATAKA	Brit. str.	2 m.		SHAW, TOMES & CO.	About 20th inst.
NEW YORK VIA SUEZ CANAL	L. SCHIFF	Amr. ship.	h. w.	Kendall	CARLOWITZ & CO.	On or about 15th Sept.
NEW YORK	I. F. CHAPMAN	Amr. ship.	h. w.		ARNOLD & KARNER & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	ARAGONIA	Ger. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On or about 25th Oct.
NEW YORK	MANUEL LAQUINO	Amr. ship.	h. w.		SHAW, TOMES & CO.	On 28th inst.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. Co.	On 4th September.
VANCOUVER VIA KOBE, &c.	ANTHIAN	Brit. str.	2 m.	H. Mowatt	DODWELL & CO., LIMITED	To-day.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	CHAMBERS	Brit. str.	2 m.	J. Barker	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
SAN FRANCISCO VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	J. W. Ekstrand	TOYO KISEN KAISHA	On 31st inst., at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	PERU	Amr. str.	2 m.		PACIFIC MAIL S. S. Co.	On 31st inst.
AUSTRALIAN PORTS	STRATHGYLE	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
YOKOHAMA VIA SHANGHAI & KOBE	KASUGA MARU	Jap. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 10th September.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On or about 26th inst.
YOKOHAMA & KOBE	FORMOSA	Ger. str.	2 m.	Dhlor	HAMBURG-AMERIKA LINIE	To-day, at 5 p.m.
YOKOHAMA & KOBE	ANDALUSIA	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
YOKOHAMA & KOBE	HAKATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
NAGASAKI, KOBE & MOJI	KASHIMA	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
TIENTSIN	NANKIN	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 21st inst.
SHANGHAI	CHANGSHIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	CHUSAN	Brit. str.	2 m.	C. L. Daniel	MITSUI BUSSAN KAISHA	On 21st inst.
SWATOW, AMOY & FOCHOOW	MAIDZURU MARU	Jap. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	On 21st inst.
SWATOW, AMOY & FOCHOOW	WOOSUNG	Brit. str.	2 m.	S. Alston	MITSUI BUSSAN KAISHA	On 28th inst., at Daylight.
SWATOW, AMOY & FOCHOOW	ANPING MARU	Jap. str.	2 m.	K. Sobajima	MITSUI BUSSAN KAISHA	On 28th inst.
SWATOW, AMOY & FOCHOOW	DAIGI MARU	Jap. str.	2 m.	Robson	DOUGLAS, LAPRAIK & CO.	To-morrow, at 11 a.m.
SWATOW, AMOY & FOCHOOW	THALES	Brit. str.	2 m.	Davis	DOUGLAS, LAPRAIK & CO.	On 21st inst., at 11 a.m.
SWATOW, AMOY & FOCHOOW	MELPOMENE	Amr. str.	2 m.	Matcovich	SANDER, WIELER & CO.	To-day, 5 p.m.
MANILA, SINGAPORE, COLOMBO, &c.	SUKKIAN	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
MANILA, ILOILO & CEBU	LOONGSANG	Brit. str.	2 m.	H. Fraser	JARDINE, MATHESON & CO.	On 23rd inst., at 4 p.m.
MANILA	KASUGA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 10th September.
MANILA	TAIYUAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
SAMARANG & SOURAHAYA	HANS MENZELL	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
SAMARANG & SOURAHAYA	CHUNANG	Brit. str.	2 m.	Muir	JARDINE, MATHESON & CO.	

SHIPPING.

ARRIVALS.
Aug. 16, DAIJIN MARU, Japanese str., 2,871, Capt. Tanaka 14th August and Swatow 15th, General—M. B. KAISHA.
Aug. 17, J. DIEDERICHSEN, German str., 860, Schalkier, Haiphong 12th August, General—JENSEN & CO.
Aug. 17, CHUNSHAN, British steamer, 1,282, Jenkins, Saigon 13th August, General—BRADLEY & CO.
Aug. 18, CHOWFA, German str., 1,055, Musig, Bangkok 7th August and Kolsichang 11th, General—BUTTERFIELD & SWIRE.
Aug. 18, ELISA, German str., 1,762, Schunward, Hongkong 14th Aug. Coals—JENSEN & CO.
Aug. 18, GLENFAROE, British steamer, 2,550, Donaldson, London 23rd July and Singapore 11th August, General—McGREGOR, BROS. & GOW.
Aug. 18, HANS MENZELL, German str., 1,694, Kobinger, Amoy 16th August, General—BUTTERFIELD & SWIRE.
Aug. 18, BRISK, British steamer, 1,700, Comdr. Bouchier, Weihaiwei 12th August.
Aug. 18, HACHINOE, British steamer, 1,267, Pusmore, Calcutta 4th August.
Aug. 18, NANKIN, British str., 2,557, Benton, R.N.R., Bombay 1st August and Singapore 12th, General—P. & O. S. N. Co.
Aug. 18, PROGRESS, German str., 687, Meyer, Tientsin 14th August, General—SIEMSEN & CO.
Aug. 18, WOOSUNG, British str., 1,100, Dowson, Canton 18th August, General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
17th August.
Y. Sontua, American str., for Manila.
S. Van Langkat, Dutch str., for Palo Sambo.
Hansing, German str., for Chiofo.
Dejin Maru, Japanese str., for Swatow.
Clara, German str., for Hoihow.
Hailan, French str., for Pakhoi.
Feiching, British str., for Hoihow.
Bentley, British str., for Weihaiwei.
Amara, British str., for Bangkok.
Arara, British str., for Singapore.
Ness, British str., for Moji.
Orestes, British str., for Shanghai.
Sabine Rickmers, British str., for Swatow.
Kyoto Maru, Japanese str., for Moji.
Tosani, American str., for Haiphong.
Sanki Maru, Japanese str., for Kobe.
Lycomon, German str., for Shanghai.

DEPARTURES.

17th August.
PARRAMATTA, British str., for Shanghai.
HINSANG, British str., for Hongkong.
MAINE FERRIS, German str., for Saigon.
FLANDRIA, German str., for Yokohama.
KEONGWAI, German str., for Bangkok.
DAIGI MARU, Japanese str., for Swatow.
COROMANDEL, British str., for Europe.
ANABA, British str., for Bangkok.
ARABIA, British str., for New York.
Ness, British str., for Moji.
Orestes, British str., for Shanghai.
SABINE RICKMERS, British str., for Swatow.
KYOTO MARU, Japanese str., for Moji.
TOSANI, American str., for Haiphong.
SANKI MARU, Japanese str., for Kobe.
LYCOMON, German str., for Shanghai.
18th August.
DAIJIN MARU, Japanese str., for Swatow.
CLARA, German str., for Hoihow.
HAILAN, French str., for Pakhoi.
PERIN, British str., for Kobe.

VESSELS IN DOCK.

17th August.
ABERDEEN DOCKS.—
Kowloon Docks—Canton River, Victoria, Solent, Nippon Maru, Nanking.
COSMOPOLITAN DOCK.—D. J. de Austria, Haimun.

VESSELS ON THE BERTH FOR YOKOHAMA AND KOBE.

THE H. A. L. Steamship
"ANDALUSIA,"
Captain Ehlers will be despatched for the above ports TO-DAY, the 19th inst., at 5 p.m.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 17th August, 1901. [2092]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
MANILA, SINGAPORE, COLOMBO,
PORT SAID, FUME AND
TRIESTE.

(Taking Cargo at through rates to the Brazils, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship
"MELPOMENE,"
Captain Matcovich, will be despatched as above TO-DAY, the 19th inst., instead of as previously advertised.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 18th August, 1901. [6]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above ports TO-MORROW, the 20th inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 18th August, 1901. [2090]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAIMUN,"
Captain Davis, will be despatched for the above ports on WEDNESDAY, the 21st inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 18th August, 1901. [2089]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship
"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th August, 1901. [18]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship
"KASUGA MARU,"
3,873 tons gross, Captain H. Fraser, will be despatched for the above port on FRIDAY, the 23rd inst., at 4 p.m.

This new Mail Steamer is especially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 16th August, 1901. [2077]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ATAKA,"
will be despatched for the above port on or about 15th September.

To be followed by the Steamship
"ANAPA,"
about 15th October, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 16th August, 1901. [206]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901
"ATHENIAN" 3,882 Tons Comdr. H. Mowatt WEDNESDAY, 4th Sept., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901
"EMPEROR OF CHINA" Comdr. L. Archibald, R.N.R. WEDNESDAY, 23rd Oct., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Stowage. The "TARTAR" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Map, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender's Street.
Hongkong, 8th August, 1901. [110]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAYRE & HAMBURG	On 27th Aug. Freight.
Capt. Roerden	(Calling at Singapore and Penang)	
SIBIRIA	HAYRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Porzelius	(Calling at Singapore and Colombo)	
ANDALUSIA	HAYRE & HAMBURG	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAYRE & HAMBURG	On 5th Oct. Freight.
	(Calling at Singapore and Penang)	
ARAGONIA	NEW YORK VIA SUEZ CANAL	Freight.
Capt. Forst	(end of August or beginning September)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th July, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	VICTORIA, B.C. AND SEATTLE	MONDAY, 18th Aug. at 4 p.m.
H. Petersen	U.S.A. VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	
KAWACHI MARU	MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug. at Daylight.
J. S. Thompson		
ROSETTA MARU	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 23rd Aug. at Noon.
N. Tate		
KASUGA MARU	SYDNEY AND MELBOURNE, MANILA THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	FRIDAY, 23rd Aug. at 4 p.m.
H. Fraser		
HAKATA MARU	KOBE AND YOKOHAMA	FRIDAY, 30th Aug. at Daylight.
F. L. Sommer		
KACA MARU	VICTORIA, B.C. AND SEATTLE	MONDAY, 2nd Sept. at 4 p.m.
J. W. Ekstrand	U.S.A. VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 15th August, 1901. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
CLAYVERING	3,328	J. Barker	August 19th
BRAMMAR	3,901	W. Watt	August 27th
DUKE OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Traubridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243

The Railroad-travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 43 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 17th July, 1901. [11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEL, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KONG ALBERT	THURSDAY, 22nd August
PRINZESS IRENE	THURSDAY, 5th September
PRINZ HEINRICH	THURSDAY, 19th September
PREUSSEN	WEDNESDAY, 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October
SACHSEN	WEDNESDAY, 30th October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November
BAYERN	WEDNESDAY, 27th November
STUTTGART	WEDNESDAY, 11th December
KONG ALBERT	WEDNESDAY, 25th December
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902
PRINZ HEINRICH	WEDNESDAY, 22nd Jan., 1902
PREUSSEN	WEDNESDAY, 5th Feb., 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 1

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE
FROM	STEAMERS	
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 28th August.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 5th September.
GLASGOW and LIVERPOOL.	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 19th September.

HOMEWARDS.		TO SAIL
FOR	STEAMERS	
LONDON	"PELEUS"	On 22nd August.
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.

(Taking Cargo at London Rates)
The S.S. "AJAX" left Singapore on the 15th instant, at Noon, and is due in Hongkong on 20th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th August, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR SAMARANG & SOERABAYA.		STEAMERS	TO SAIL
TIENTSIN		"HANS MENZEL"	On 19th August.
NAGASAKI, KOBE & MOJI.		"KWEIYANG"	On 19th August.
MANILA, ILOILO & CEBU.		"KASHIHO"	On 20th August.
FOOCHOW, NINGPO & SHANGHAI.		"SUNGKANG"	On 21st August.
SHANGHAI		"WOOSUNG"	On 30th August.
PORT DARWIN		"CHANGSHA"	On 10th September.
ISLAND COOKTOWN, CAIRNS.		"TAIYUAN"	On 10th September.
TOWNSVILLE, BRISBANE.			
SYDNEY & MELBOURNE			

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1901.

REGULAR STEAMSHIP SERVICE TO

NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HEATHBURN" About 20th August.

"JUPITER" 21st September.

"MOGUL" 21st September.

"KURDISTAN" 12th October.

"SATSUMA" 12th October.

"LENNOX" 12th October.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 8th August, 1901.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"CHUNSHANG" Captain Muir, will be despatched as above on THURSDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th August, 1901.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, MADRAS,

MADRAS, COLOMBO, DIOGOUT,

EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK

SEA PORTS.

LONDON, HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 26th August, 1901, at 1 p.m., the Company's Steamship "OCEANIAN," Captain Schmitz, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 14th August, 1901.

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU" Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSHAN KAISHA,
Agents.

Hongkong, 14th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at the

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York;

To the Agents of the Company at Japan, China, Philippines and Straits;

FRANK WATERHOUSE & CO., General Western Agents, SHANGHAI; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"BORIC"	TUESDAY, 29th Oct., at Noon.

THE P. M. S.S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 16th August, 1901.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MASSILIA" Captain G. M. McDowell, R.N., carrying His Majesty's Mail, will be despatched from this port for Bombay, on SATURDAY, the 31st August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipping.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 19th August, 1901.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept. The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September, Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th July, 1901.

FOR NEW YORK

THE 3/3 A.I.I. American Ship

"MANUEL LLAGUNA" will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 11th July, 1901.

FOR NEW YORK

THE 3/3 A.I.I. American ship

"I. SCHEPP" Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July, 1901.

Hongkong, 16th July, 1901.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"OLESTES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 22nd inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th instant. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1901.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m., TO-DAY.

Goods not cleared by the 22nd instant, will be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 25th inst., or claim in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th August, 1901.

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and from Havre, ex s.s. *Yarra*, in from Bordeaux, ex s.s. *Yarra*, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m., TO-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 19th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst., or they will not be recognized. On all damaged packages will be examined MONDAY, the 19th inst., at 3 p.m.

No Fire Insurance has been effected. P. DE CHAMPMORIN, Acting Agent.

Hongkong, 12th August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Rome*.
From Australia, ex s.s. *Australia*.
From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. TO-DAY, 16th inst.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 16th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Venice, ex s.s. *Malcovich*, transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of August will be subject to rent. Bills of Lading will be countersigned by
SANDELL, WIELE & CO.,
Agents.

Hongkong, 15th August, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA" Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., TO-DAY.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th August, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo by the S.S. "ERNEST SIMONS" from London, Havre and Marseilles are hereby informed that their Goods have been transhipped at Bombay to the P. & O. steamer *Naukin* due here on the 18th instant, whence delivery may be obtained at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where Bills of Lading will be countersigned by the undersigned.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 15th August, 1901.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.

Contractor; 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite.

Mechanics engaged. Estimates given.

